





## MAIDEN SETS A RECORD

ABERDEEN'S newest stern trawler *Grampian Warrior* has set a record for a Scottish trawler on her maiden to Faroe.

*Grampian Warrior* grossed £29,233 for her catch of 1,980 cwt. after a 14-day trip.

She also set a record for the first box of haddock sold from a maiden shot — £105. The buyer, David Burns of Trawl Pack, received the traditional new hat and the money will go to Aberdeen Fishermen's Mission fund. *Grampian Warrior* is owned by George Craig & Sons Ltd.

Pat Lynch, managing director of North Star Fishing Co. which manages the vessel, said: "We are obviously delighted and it shows what the new breed of stern trawler can do."

This was Skipper James Bowie's first stern fishing command.

A large proportion of *Grampian Warrior's* catch was quality cod which attracted 'reasonable prices', added Mr. Lynch.

# RUSSIANS—MINISTER HITS AT 'FN' REPORT

A REPORT in *Fishing News* (February 25) which stated that under an agreement with the EEC up to 42 Russian trawlers below 1,000-tons would be able to operate at one time was used to challenge the Government last week. In reply Hugh Brown, under-secretary of State for Scotland, denounced the article as "definitely misleading and not factual."

Sir John Gilmour (Con. East Fife) said he wanted to ask about arrangements made with the Russians. He was speaking in a debate on EEC fishing orders.

"I have *Fishing News* of February 25. I think that people thought there were to be 27 licences going to Russia, which would allow 17 vessels to fish. But, apparently — I do not think anyone knew this at the time — there are to be tonnage limitations as well as limitations on the number of vessels."

"It will be possible for the Russians, as I understand it, from the report in *Fishing*

*News*, to increase their fishing effort.

"The report says: 'This fine details of the deal reveal that 42 trawlers up to 1,000 grt can be used at one time, with 27 in the 1,000-2,000 grt range and 17 over 3,000 grt.'"

"I had thought that 17 was the maximum figure, but it seems that these other figures are also included."

"The report goes on: 'The Russians are thought to have already taken at least 12,000 tons of sprats from the North Sea this year in contrast to the EEC quota of 1,063 tons imposed on them for the first quarter of 1977.' The Russians will clearly exceed their total fish catch limit of 38,000 tons in Community waters by the time the deal runs out on March 31."

"I agree that it is not easy, in the first three months after a new fishing agreement is concluded, to ensure that everything is right. These figures may not be entirely true or accurate, and it may not be possible for the Minister to comment on this today, but I think that such a report sounds disquieting and needs to be looked into."

"We know that the order which applies to Russia expires on March 31 and, therefore, a new order will have to be made so there is an opportunity to take action."

Mr. Brown replied that he did not suppose *Fishing News* bothered to come to the committee but he hoped they would read *Hansard*.

"Its front page is definitely misleading and not factual. The position is that the agreement is on a total of 42 vessels: 24 less than 1,000 tons, one of 1,000 to 2,000 tons, 10 of 2,000 tons to 3,000 tons and seven of about 3,000 tons."

"Within that overall number they are allowed to have only the equivalent of 17 vessels operating at any given time. I am not saying that this formula is perfect, but it is a substantial achievement. We have reached agreement

amicably enough and, therefore, I have no reason to believe that we shall not get co-operation in carrying it out."

"Let us be clear about the delicate nature of the negotiations. No one is saying that this is the last word. How do we arrive at what has happened over the last two years or the last 10 years? All these matters have been taken into account."

EEC officials in Brussels did not realise the importance attached by British MPs of all parties to the preservation of British fisheries, said a Conservative spokesman, Patrick Wall (Hampshire), in a Commons committee which approved three fishery conservation orders.

The limits and quotas which were proposed by the Commission were not satisfactory and he and other MPs in the party which



Scottish under-secretary, Hugh Brown.

visited Brussels had made that clear, declaring that an exclusive zone is the only way to protect British fisheries.

Kevin McNamara (Lab. Hull, Central), demanded more strenuous government efforts on behalf of the deep-sea fleet. Hamish Watt (Scot. Nat. Banff) welcomed ministerial efforts to try and claw something back from the "disgraceful deal" on fishing reached when Mr. Heath had signed the accession Treaty.

Alick Buchanan-Smith (Con. North Angus and Mearns) demanded action against Icelandic vessels

fishing Scottish waters in herring.

Douglas Henderson (Scot. Nat., East Aberdeenshire) demanded a full fishing policy, set out in a white paper, complaining that orders were coming through in dribs and drabs.

David Mudd (Con. Falmouth and Cambourne) read a letter from the Cornish Fish Producers' Organisation demanding a 50-mile exclusive limit. He said that marketing arrangements should be improved and told how a group of businessmen had chartered five vessels to catch horse mackerel in the Western Approaches which were shipped to Dartmouth weekly, to the benefit of employment and harbour revenue in Falmouth.

Mr. Brown promised to consider a white paper on policy but warned against disclosing the British hand by including projections in a white paper.

The Irish limitation of boat sizes did not limit the conservation problem, he said. It merely pushed the bigger boats into someone else's water.

## We still say 42 vessels fishing

WE CAN PUT Mr. Brown's mind at rest on at least two counts. Our parliamentary correspondent sat throughout the debate and we have read *Hansard*.

Where Mr. Brown might not rest so easy is that we checked back on our source of information (EEC Council Regulation 194/77) and, with one small correction, we stand by what was reported.

Article 4 and annexes of the EEC regulation set out the number of Soviet ships which may be licensed and which may fish at any one time.

The minimum unit for calculation is a vessel of less than 1,000 gross tons and this is calculated at 1.5 times a ship of 1,000 to 2,000 tons and at 2.5 times a ship of 2,000 to 3,000 tons.

On this and working to the minimum unit, 17 x 2.5 of these licensed ships may fish at any one time. Rounded to the nearest whole number, this gave us our 42 ships up to 1,000 tons.

Our slight error was in the number of ships between 1,000 and 2,000 tons. This

should have been 25 and not 27.

In his attempt to "correct" us, Mr. Brown gave a breakdown of the Soviet ships licensed to work in EEC limits. These total 42 ships made up of 24 less than 1,000 tons, one between 1,000 and 2,000 tons, 10 of 2,000 to 3,000 tons, and seven of about 3,000 tons. His only contribution to the discussion, in our opinion, was to add a little more information — and this leads us to another question about the EEC-drafted formula which Mr. Brown regards as a "substantial achievement."

Who in the Brussels labyrinth of bureaucratic confusion over fishing industry matters thought up an agreement based on what a vessel measures rather than on what she can catch and process?

Gross tonnage may do for neatly encapsulating Soviet

ships within Lloyd's Register fleet and country statistics, but it is a poor guide to the 42 ships licensed to work in EEC waters.

The early and still numerous Russian stern trawlers of over 3,000 gross tons, but they can only process about 30 tons a day; the later East German-built *Atlantik 1* and *II* classes are about 2,500 tons and can process 50 tons; the latest *Shiper Atlantik* of 3,000 to 3,500 grt are claimed to have a capacity for 120 tons.

Those are only some examples of many within a fleet which is so enormous and so varied in its ships that only a very crude assessment of capability can be made by measurement.

Mr. Brown modestly admits the agreement is not perfect. We shall have to wait and see how the Russians manipulate their licensed ships under a conventional gross tonnage umbrella before we accept it as an achievement.

## Potter for Guernsey

ANOTHER large potter has joined the Guernsey fleet, bringing the total number of full-time boats working shellfish from the island up to 18. She is the 49 ft. French-built *Sandell*, owned by Skipper Dennis McKane. The vessel was operating from Weymouth and is now to be registered in Guernsey. *Sandell* will be working up to 300 pots around the Chennel Islands. This winter, Guernsey potters have been landing average catches, despite worse weather than last winter.



## LOCK LABOUR ruling is held off

THE NEW National Docks Labour Board ruling that all fish brought into Grimsby by inshore vessels has to be unloaded by registered lumper labour instead of the crew has been postponed.

The ruling should have been implemented on landings from last Sunday midnight, but two inshore skipper-owners notified the board of their intentions to contest the ruling by taking the case to an industrial tribunal.

On Friday, March 4, the local branch of the NDLB discussed the matter at a special meeting, afterwards announcing it had been decided to await the outcome of the tribunal's findings. In the light of these, they would reconsider the position.

The men who have succeeded in securing a reprieve are David Ellis of the inshore boat *Jan Erna* and Eric Loe of the converted seiner *Wardley*, now an inshore gill-netter. He unwittingly sparked off the whole affair when his crew unloaded just over six kits last month — in strict accordance with the existing NDLB criteria permitting inshore boats to land their own catches.

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## SHAWNEE HOME FOR OVERHAUL

THE 74ft. steel-hulled boat *Shownee*, which mysteriously sank at Har Penzance mooring in January with a partly discharged catch of mackerel aboard, arrived in Grimsby on February 28.

*Shownee* was unable to make the journey under her own power because of damaged machinery, but after the hull had been made seaworthy at Falmouth she was towed back to the Humber port by the United Towing tug *Trademon*.

The vessel will now undergo extensive repairs and a complete overhaul, expected to last several months, before she can resume fishing.

Meanwhile, Skipper Derek Brown has been given command of Newington Trawlers' *Burton Agnes* — still on the mackerel grounds — although she, too, will shortly be heading for Grimsby as a new pair trawling team based at Grimsby and operating through the recently formed Dabrib (Fish Salesmen) Ltd. agency.

The Grimsby multipurpose *Sioux*, a sister-ship to *Shownee*, is leaving the port for Lowestoft where she will operate as a white fish bottom trawler managed by Peter Catchpole.

*Sioux* has not had the best of luck since she came into service a year ago and also had an unhappy spell on the mackerel early in February. She was brought back to Grimsby after a fortnight, mainly due to crewing difficulties after Skipper John Loe had accepted another command at his home port of North Shields.

SCARBOROUGH, Bridlington and Whitby, the three main inshore fishing ports on the Yorkshire coast, each topped £1 million last year for their catches, including shellfish.

This is shown in provisional port landing and grossing figures just issued by the District Fisheries Office in Hull of the Ministry of Agriculture, Fisheries and Food.

Scarborough still heads the turnover receipts — making £1,809,761 for 91,017 cwt. last year against £1,077,276 for 95,749 cwt. in the previous year; an increase of £52,485.

At Bridlington grossings went up by £819,912 — £1,502,726 for 82,341 cwt. compared with £882,814 for 80,478 cwt. in 1976.

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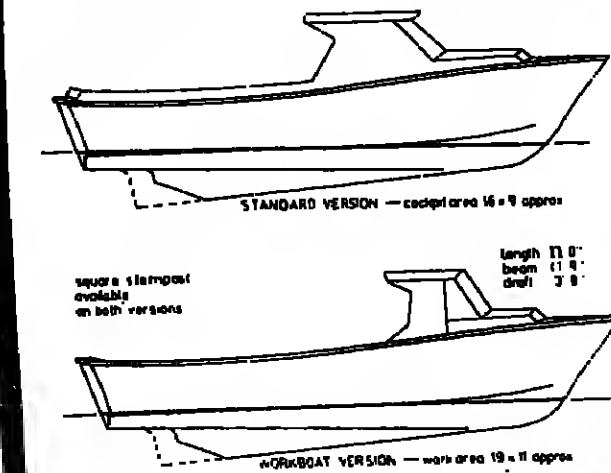




## LOCHIN MARINE

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Moulded in GRP under ideal conditions to exacting standards, the Lochin "33" hull and superstructures are truly versatile.



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## Shallow water sounders

"WE TRAWL mostly for flats in shallow water — generally in depths of five fathoms, seldom in 5-10 fm. and never in water deeper than 10fm.

"We have saved enough to buy an echo sounder and have been wondering which of the recording sounders available it would be best for us to get.

"We don't want an expensive instrument which can perform miracles like detecting single fish in two or three hundred fathoms, but a reasonably priced one with white line facilities. Have you any suggestions?"

"I think that a sounder known as the Depmar 131, one of a series of instruments which Kelvin Hughes are having made for them by Honda in Japan, might meet your requirements as well as any.

Although it incorporates white line, 'bottom anywhere' and variable paper speed facilities, its price is modest and a special shallow water version is now available.

A standard Depmar 131 has six recorder ranges covering 0-121 fm. with ap-



John Burgess' Log

propriate sounding rates and pulse lengths.

It can be operated from either a 12 or 24V DC power supply, consumption being 12 and 29 w respectively, and it is obtainable with a 200 200kHz transducer frequency.

Its recorder measures 8 1/2 x 1 1/2 x 6 in. and weighs 14 1/2 lb., while its transducer, which can be fitted to GRP and steel,

as well as wooden hulls, measures only 3 1/2 x 2 1/2 x 1 in.

The special shallow water version of the Depmar 131 is being produced by Elliott Instruments Ltd. at its works on the Station Industrial Estate, South Woodham Ferrers, Essex.

Its sounding rate is 25 per cent higher than that of a standard instrument and its basic range is 0-15 fm. instead of 0-20 fm.

Although a basic range of 0-10 fathoms would be ideal for your purposes, 0-15 fm. is likely to prove very satisfactory.

Markings will be spaced on the recorder paper so that you can see them clearly and, should you have any difficulty in doing so, you will always be able to make use of the 'bottom anywhere' facility.

Another facility which may further commend the sounder to you is that soundings can be taken by means of a flasher in either of two ranges: 0-10 and 0-20 fm.

This means that you will be able to economise on recorder paper when going to and from your grounds.

## CHOOSE THE RIGHT ELECTRIC CABLES

"COULD you please tell me what sort of onshore should be used for electric wiring in fishing vessels up to 80ft. long to conform with the new safety provisions rules?"

"Will PVC cable be used in ordinary household installations do you should special PVC cable armoured with steel wire or encased in steel conduit be used?"

"The Rules state that in every vessel of 12 metres length or over to which they apply electrical equipment shall be so constructed and installed that there will be no danger to any person handling it in a proper manner.

In every such vessel every fixed electrical cable shall be of a flame retarding type. All metal sheaths and armour of any electric cable shall be electrically continuous and shall be earthed.

Electric cable which neither metal sheathed or armoured shall, if installed where its failure might cause a fire or explosion, be effectively protected.

Nowhere, as far as I know, do the rules specify more precisely what types of cable shall be used. Decisions whether a particular type does comply with requirements, therefore, is presumably left to the surveyor.

## WHAT IS A FRONTAL TROUGH?

"IN WEATHER forecasts for shipping the announcer frequently says that 'a frontal trough' extends from one place or area to another.

"I know what a 'high' is and I know what a 'low' is, but I am far from sure what a frontal trough is. Can you explain?"

"When warm and cold air masses converge, warm, moist air is forced upwards over the cold frontal surface and may result in the formation of a frontal depression.

Formation begins by a bulge of warm air protruding into cold air and a fall in barometric pressure in the vicinity.

The bulge, as the pressure falls further and a depression or 'low' forms. The wind starts to circulate round the bulge and increase in strength.

## Warm

Suppose the depression forms and develops between the Shetland Isles and the coast of Norway, and moves directly towards Stavanger.

Warm air will advance, overtake and ride up over cold air along a line from the north of the depression to the Dutch coast. This line is known as the warm front.

If this happens, cold air will advance, perhaps along a line from the centre of the depression to the North Foreland, gradually overtaking and undercutting the retreating warm air.

Assuming the isobars of our depression to be circular, as associated troughs will be at right angles to the line of progression of its centre, that is roughly along a line from north to south somewhere about the middle of the North Sea.

The trough lies between warm and cold fronts and is, therefore, known as a frontal trough.

Billingsgate

## Billingsgate

ONE OF THE few fixtures on the main trading floor of the market appears to be an oversized metal filing cabinet — rows of galvanised drawers through which water constantly trickles.

For in those drawers, sliding silently, under, over and around each other are the live eels, awaiting their turn in the jellifying pot. And live they need to be if they are to fetch the top price of £23.80 a draft of 20 pounds. So the water must trickle day and night to cool and lubricate their skins and provide the essential oxygen for their gills.

The eels will spend only a day or two in these trays, but the time was when Billingsgate's eels had their own private swimming pools in which they might wait out the last month or so before the final chopping. These large tanks, in the basement of shops in Lovat Lane, received periodic additions to their stocks from foaming aerated tanks mounted on roof vehicles, as the eels were discharged via flexible trunks and a manhole into the pools below.

Even the small mortality and the loss of weight which occurred in the tanks meant that there was a good margin of profit. But as this was eroded by the breaking of the Irish monopoly and the discovery, by the Irish, of alternative markets, one by one they fell into disuse and now all lie in the redevelopment area, soon to be transformed into trendy boutiques and 'ch-chi' restaurants.

With the drying up of the Irish supply, merchants such as Bremner and Morck looked elsewhere for their supplies and found them in many parts of the world, outside the United Kingdom. To import eels from Greece, Algeria and Canada, usually meant that 'live' eels were dead on arrival and that the trade had to be content with frozen fish of infinitely variable quality. Perhaps the best were the famed Japanese, each appearing to have been extruded from the same plastic mould.

New Zealand started to supply some of its local migratory eels, very similar in appearance to our own and after a few false attempts began to establish a reputation for good frozen fish. It may not have been a long step, but it must have needed a certain degree of faith to move to living live eels all the way from New Zealand to London.

Put into a state of near-hibernation by a sharply reduced temperature, before being packed in specially designed polystyrene boxes, the eels travel well and when the temperature rises in the store trays they soon regain their former vigour.

Is it perhaps a reflection on the reasons for our present economic state that, with our own rivers teeming with unexploited eels, it should be necessary to fly others half way round the world.

## MARKET SLIDES AGAIN

MILFORD Haven trawlers landed some of their biggest catches of the year so far last week but market prices dropped from the extremely high levels of previous weeks.

Top ship was Rosevear (Skipper Alex Simpson). She found good fishing on the Irish Sea grounds before returning to port with 206 kils, which sold for £6,339.

On the same day Jeddah City (Skipper Jim Brodie) landed 168 kils to make £5,160. Between them the vessels landed a total of three of haddock, 80 of cod, 20 of whiting, 180 of coley, 10 of turbot and brill, five of plaice and five of soles.

There was a further fall in markets later in the week which hit Skipper Trevor Salter and the crew of Picton Seolion. They landed 154 kils which in previous weeks could have been expected to make at least £6,000, but they had to be content with a grossing of £4,340.

It was a similar story for Georgina Wilson (Skipper Tom Smith). She landed 106 kils making £2,706 due mainly to a fall in the roker demand. Fifty of cod, 35 of whiting, 120 of roker, 20 of turbot and brill, five of plaice and five of soles were the vessels' main varieties.

## Billingsgate

Billingsgate

## Billingsgate

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Billingsgate

## meal factory

JUST WHEN it seemed the winter sprat fishery at Grimsby was on its last legs a succession of sharp frosts shoaled-up the fish and there were very heavy landings at the port again last week.

Landings, in fact, were so heavy that the local meal factory was forced to close its doors for a week from March 4, because it was being swamped with sprats and mackerel being brought up from the south-west for reduction to meal on firm contracts, in addition to the processing of normal fish meal offal.

## Good run

As expected, the week began rather slowly with small catches, then suddenly as the nights turned frosty there was a run of good fishing.

Dover Star (29 tonnes), Searcher (49), So Mantho (55), Glenda (70), Helena Gertsen (70 off Flamborough after drawing a haul earlier in the week in the Wash), Soxan King (55), Frembek (45), Clee (60), Obelisk (50), Melissa Louise (50) and Arcon Champion (20) all landed in the time to discharge before the deadline, but Richardson's Margaret, with a 50-tonne haul aboard, was not so fortunate. After docking at

Grimsby she had to be diverted to Hull late in the week. Most vessels had been at sea for two or three days for their catches and, with the meal plant closed, did not put back to sea until the beginning of this week. However, the weekend gales were reported to be smashing up

## Old smack retires

FLEETWOOD'S oldest trawler Harriet has ended her 32-year-old association with Skipper George Fletcher of Lowestoft, who joined her when she still worked under sail.

Skipper Fletcher, now retired, took the 84-year-old fishing smack to Millom, Cumbria, from Fleetwood, where she is to be dry docked and turned into a day centre for the disabled.

Despite her age, Harriet made an excellent passage, although she was delayed for two days because of fog.

Although said to see the trawler leave Fleetwood where she was built in 1893, her skipper is pleased that she is to be used for such a worthwhile project.

## £1,700 FOR LIFEBOATS

PETERHEAD Lifeboat Dance Committee's 45th annual ball raised a record sum of over £1,700 for the local branch of the Royal National Lifeboat Institution.

The function, which is regarded as the highlight of the town's social season, was attended by 330 people and the prize draw was won by the wife of former provost Thomas J. Smith, chairman of the Lifeboat Committee, who handed over the awards.

This year's total was boosted by a number of items donated by Hugh Norman of Marine Services Ltd, Elton, who is agent for three companies supplying gear.

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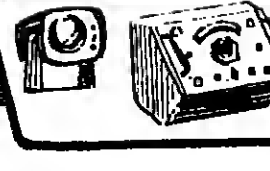
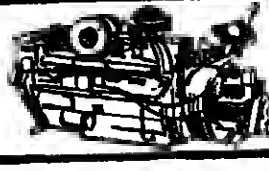
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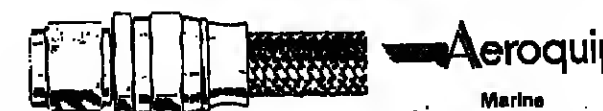
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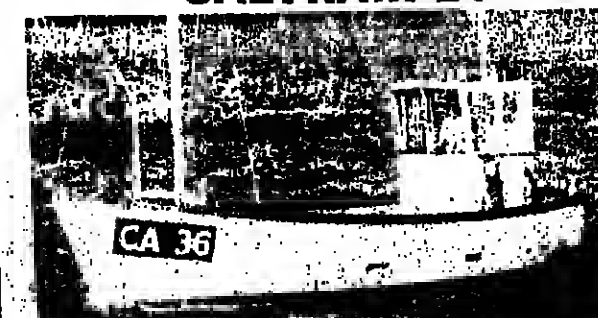
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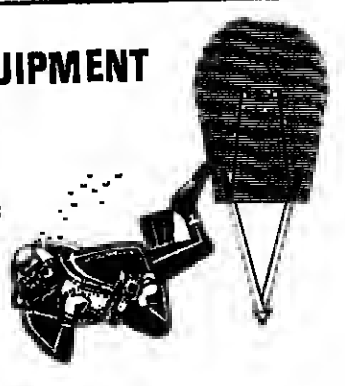
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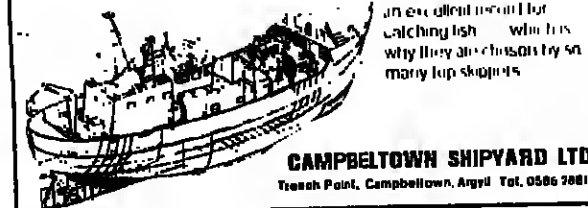
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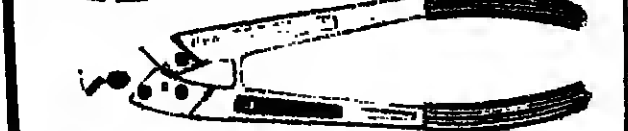
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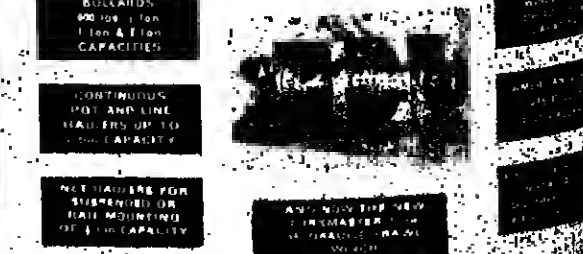
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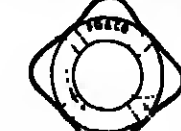
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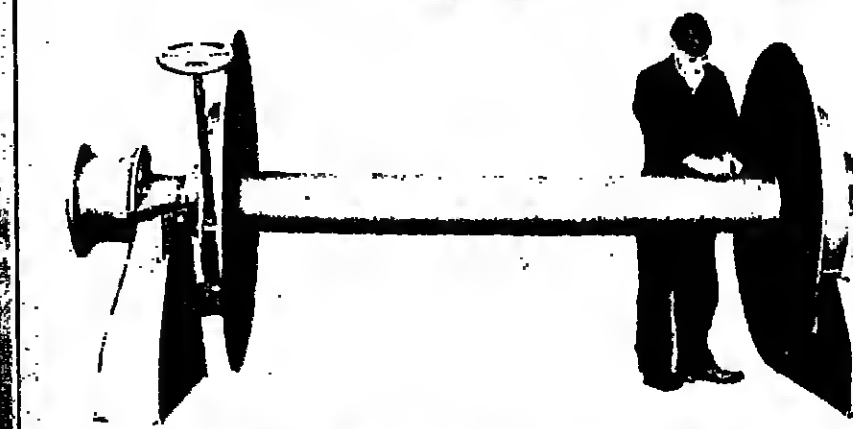
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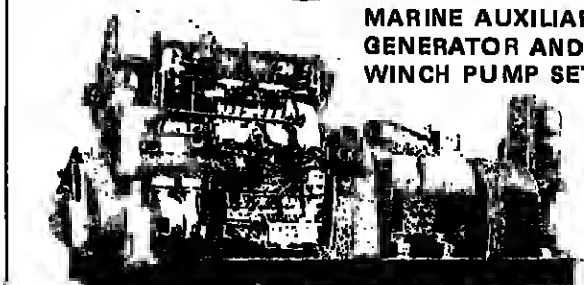
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